

Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our ref: SK\7278\jj

Transport Planning
Town Planning
Retail Studies

8 December, 2009

Laing O'Rourke Australia Pty Ltd
PO Box 1505
NORTH SYDNEY NSW 2060

Attention: Perry Milledge
Email: PMilledge@laingorourke.com.au

Dear Sir,

RE: PROPOSED COMMERCIAL DEVELOPMENT, 100 MOUNT STREET, NORTH SYDNEY

1. As requested, we are writing in response to matters raised by the Department of Planning in relation to the above development. We have previously prepared a report⁽¹⁾ which was submitted with the Part 3A application.
2. In a letter dated 15 October 2009, a number of traffic and parking matters have been raised. These matters, and our responses, are set out below.

4. Traffic Assessment

The Department has a number of concerns regarding the Traffic Assessment Report prepared by Colston Budd Hunt & Kafes Pty Ltd and requires that additional matters be considered as follows:

- ***The cumulative effects of future developments surrounding the subject site (in particular the proposed development at 88 Walker Street and 77-81 Berry Street);***
3. This matter has been addressed in a report⁽²⁾ prepared for the proposed development at 88 Walker Street and 77-81 Berry Street by Halcrow MWT.
 4. That report assessed the combined effects of the additional traffic generation of both proposed developments at 100 Mount Street and 88 Walker Street and 77-81 Berry Street. It notes as follows:

⁽¹⁾ "Report on the Traffic Implications of a Proposed Commercial Development, 100 Mount Street, North Sydney", Colston Budd Hunt & Kafes, May 2009.

⁽²⁾ "Proposed Development at 88 Walker Street, Response to Traffic Submissions to Public Exhibition". Prepared for Eastmark Holdings Pty Ltd by Halcrow MWT, 23 September 2009.

“The revised forecast including both developments for the evening peak is lower than our original forecast which was used in our analysis. This means that, as it turns out, our original evening peak analysis is still applicable to the combined developments.

From this we conclude that our original findings that “the traffic and parking impacts of the development can be accommodated on the adjoining road network without detrimental effect and are therefore satisfactory” was correct.”

- ***The traffic generation rate of 0.6 veh/space as detailed in the traffic report, which is considered low and requires further analysis;***
- 5. A series of surveys of commercial car parks in North Sydney has been undertaken by ourselves, as well as by Halcrow MWT in relation to the proposed development at 88 Walker Street and 77-81 Berry Street. These surveys have found the following traffic generations:
 - ❖ 100 Mount Street (71 parking spaces)
 - generation of 15 to 20 vehicles during morning and afternoon peak periods;
 - 0.21 to 0.28 vehicles per hour per space;
 - ❖ Berry Square (117 parking spaces)
 - generations of 35 and 29 vehicles during morning and afternoon peak periods respectively;
 - 0.3 and 0.25 vehicles per hour per space respectively;
 - ❖ 88 Walker Street (22 parking spaces)
 - generations of four and five vehicles during morning and afternoon peak periods respectively;
 - 0.18 and 0.23 vehicles per hour per space respectively;
 - ❖ 40 Miller Street (107 parking spaces)
 - generations of 43 and 25 vehicles during morning and afternoon peak periods respectively;
 - 0.4 and 0.23 vehicles per hour per space respectively;
 - ❖ 100 Pacific Highway (170 parking spaces)
 - generation of 44 and 34 vehicles during morning and afternoon peak periods respectively;
 - 0.34 and 0.2 vehicles per hour per space respectively.
- 6. The surveys of existing developments in North Sydney therefore found traffic generations of between 0.18 and 0.4 vehicles per hour per space during peak

Colston Budd Hunt & Kafes Pty Ltd

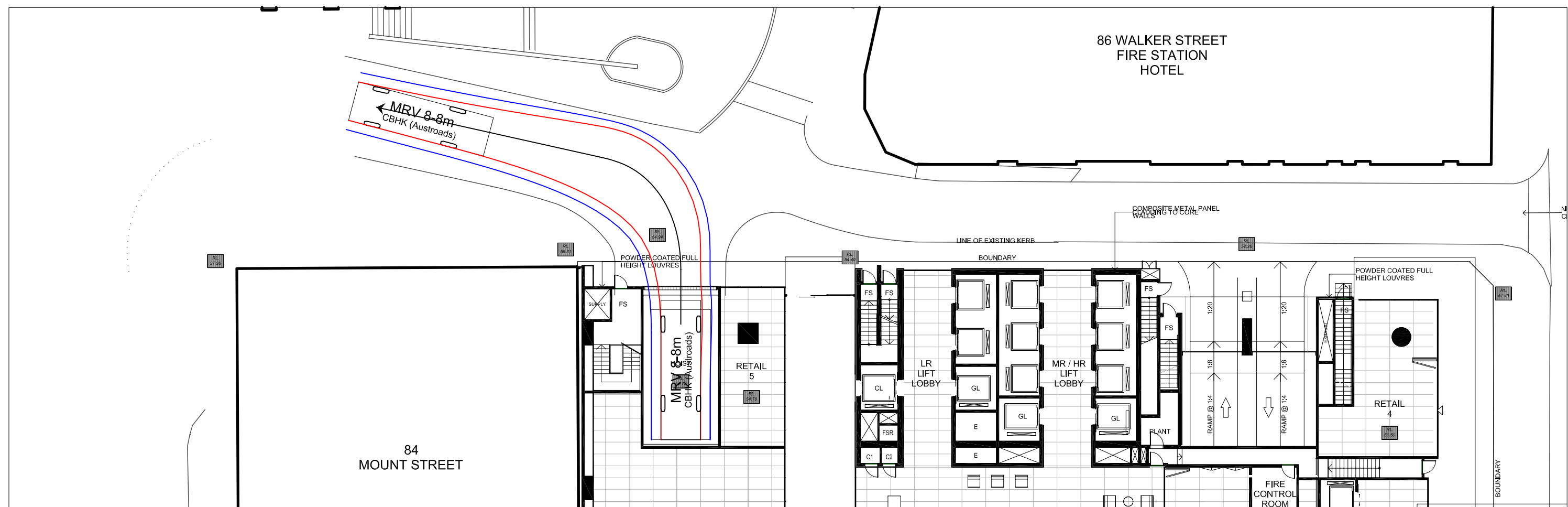
hours. Our report assessed 0.6 vehicles per hour per space during peak hours and is therefore considered to be conservative.

- ***In the event that additional trucks arrive when the loading dock is full what measures are proposed to minimise congestion and impacts on the public domain; and***
- 7. As noted in our previous report submitted with the Part 3A application, the proposed loading dock will cater for two 8.8 metre medium rigid trucks, plus spaces for vans and courier sized vehicles. The loading dock will be managed and controlled by the loading dock manager.
- 8. Since the preparation of that report, revised plans have been prepared by the architect. The revised plans include the two medium rigid truck bays, as previously, as well as seven spaces for vans and courier sized vehicles.
- 9. There is additional space available, adjacent to the two medium rigid truck bays, for a third truck to use in the event that the other two bays are occupied.
 - ***A swept path analysis is required to demonstrate that large truck vehicles would be able to enter/exist the subject site and local road network.***
- 10. Swept paths are attached as Figures 1 to 5 showing 8.8 metre medium rigid trucks and 6.4 metre small rigid trucks entering the site from Spring Street and Little Spring Street, manoeuvring into the loading bays and exiting in a forward direction.
- 11. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,
COLSTON BUDD HUNT & KAFES PTY LTD

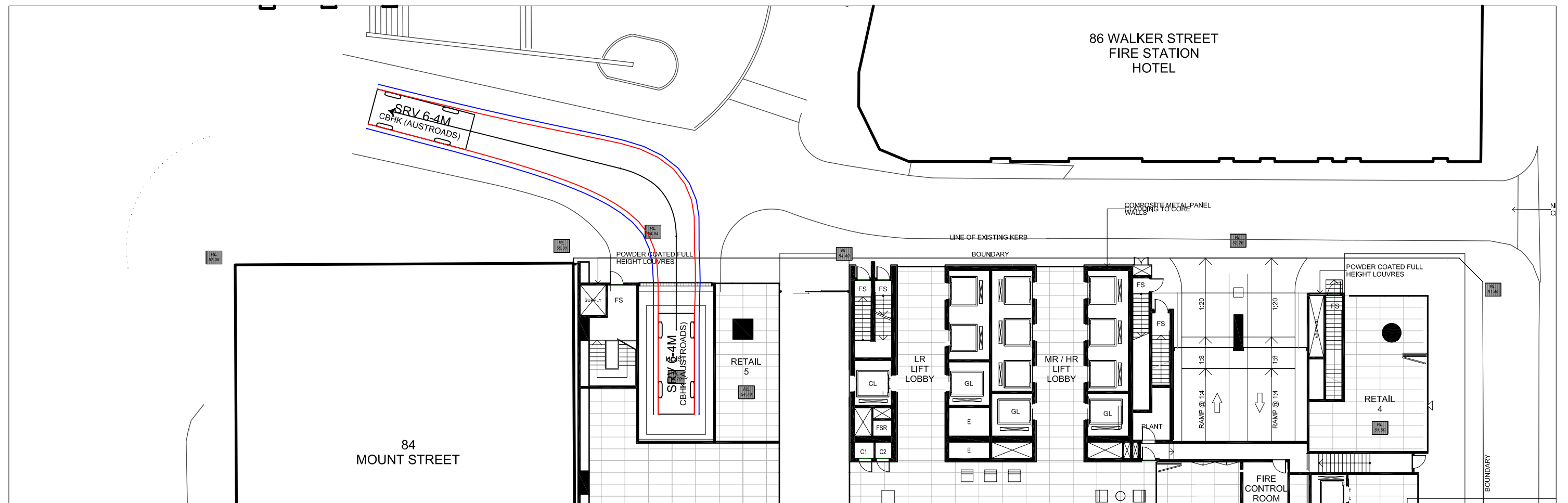
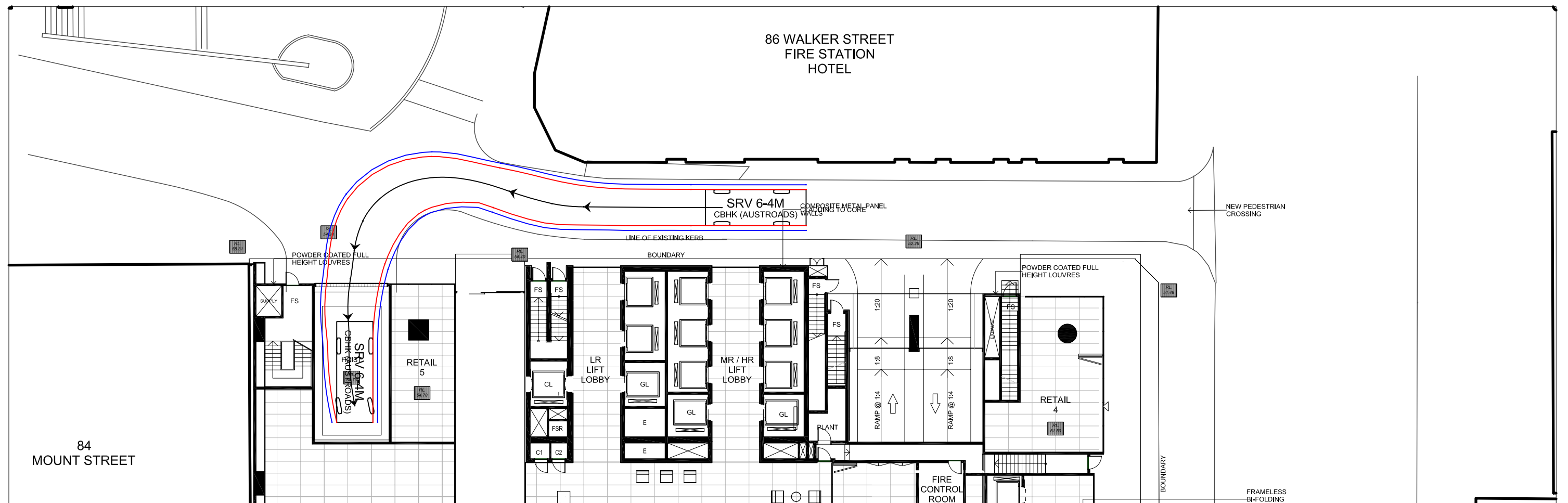
A handwritten signature in black ink, appearing to read 'S Kafes', written in a cursive style.

S Kafes
Director



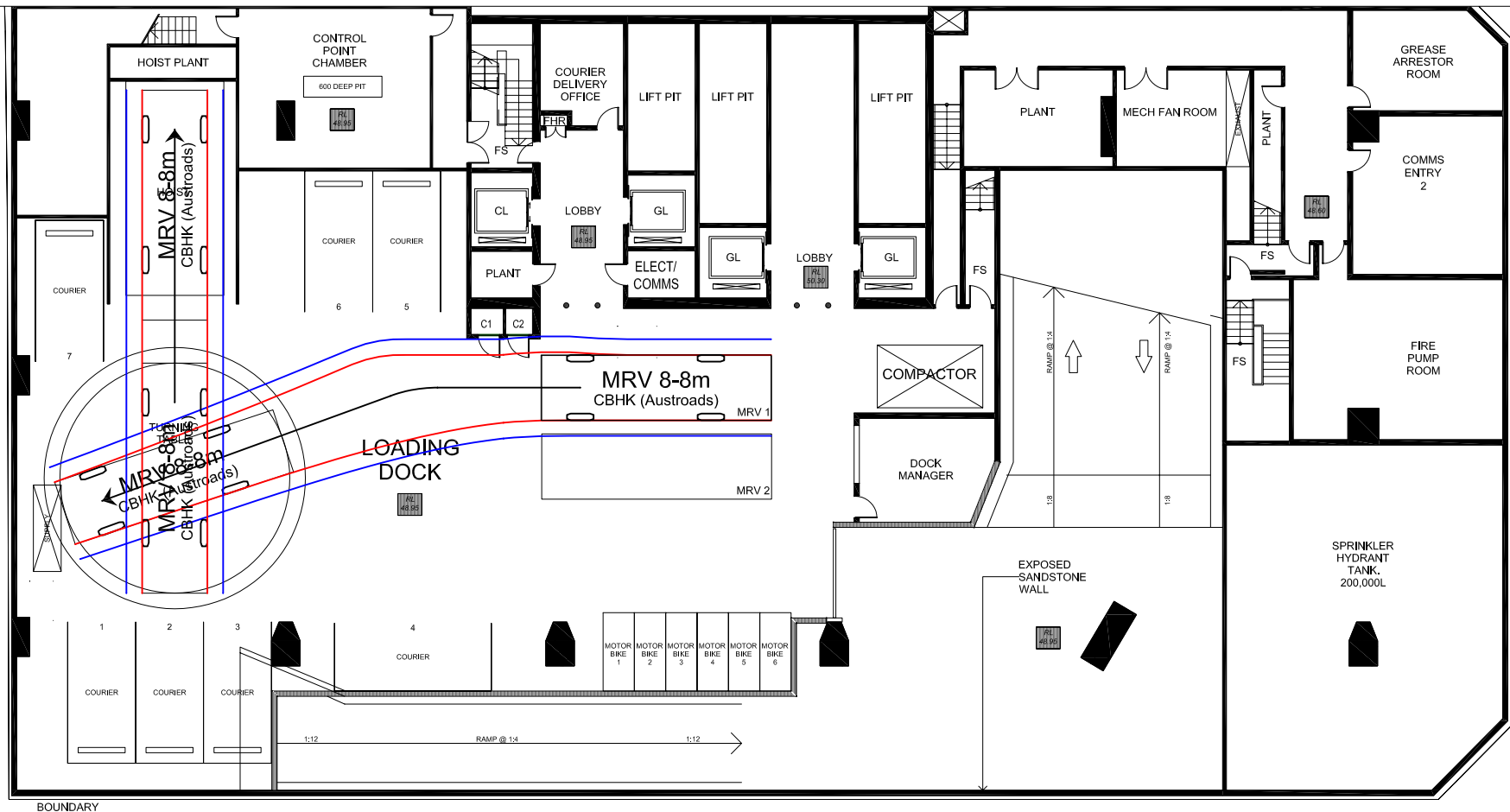
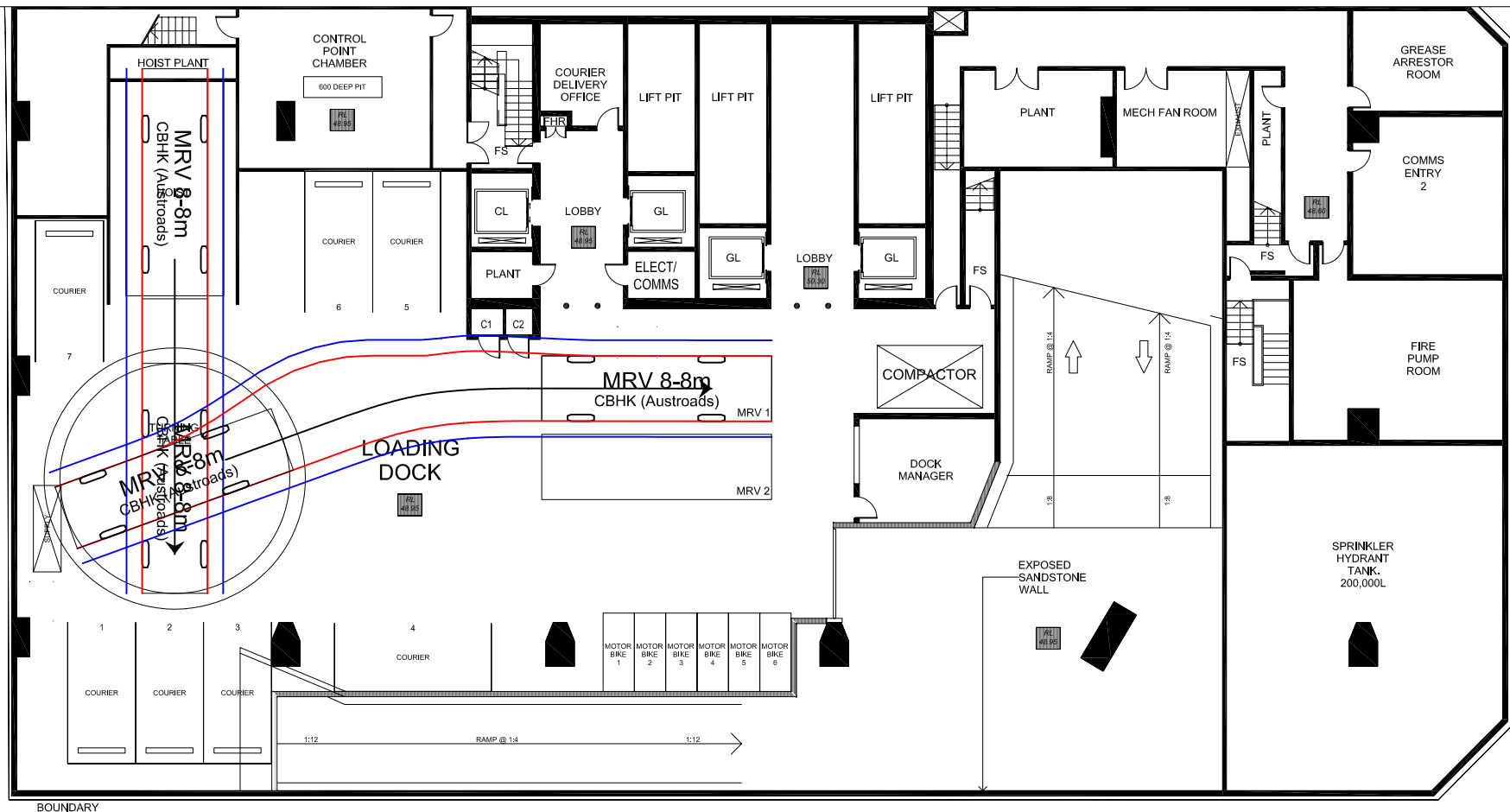
NOTE:
 SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
 UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
 SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
 PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
 ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

**8.8m MEDIUM RIGID VEHICLE
 SWEEP PATHS**



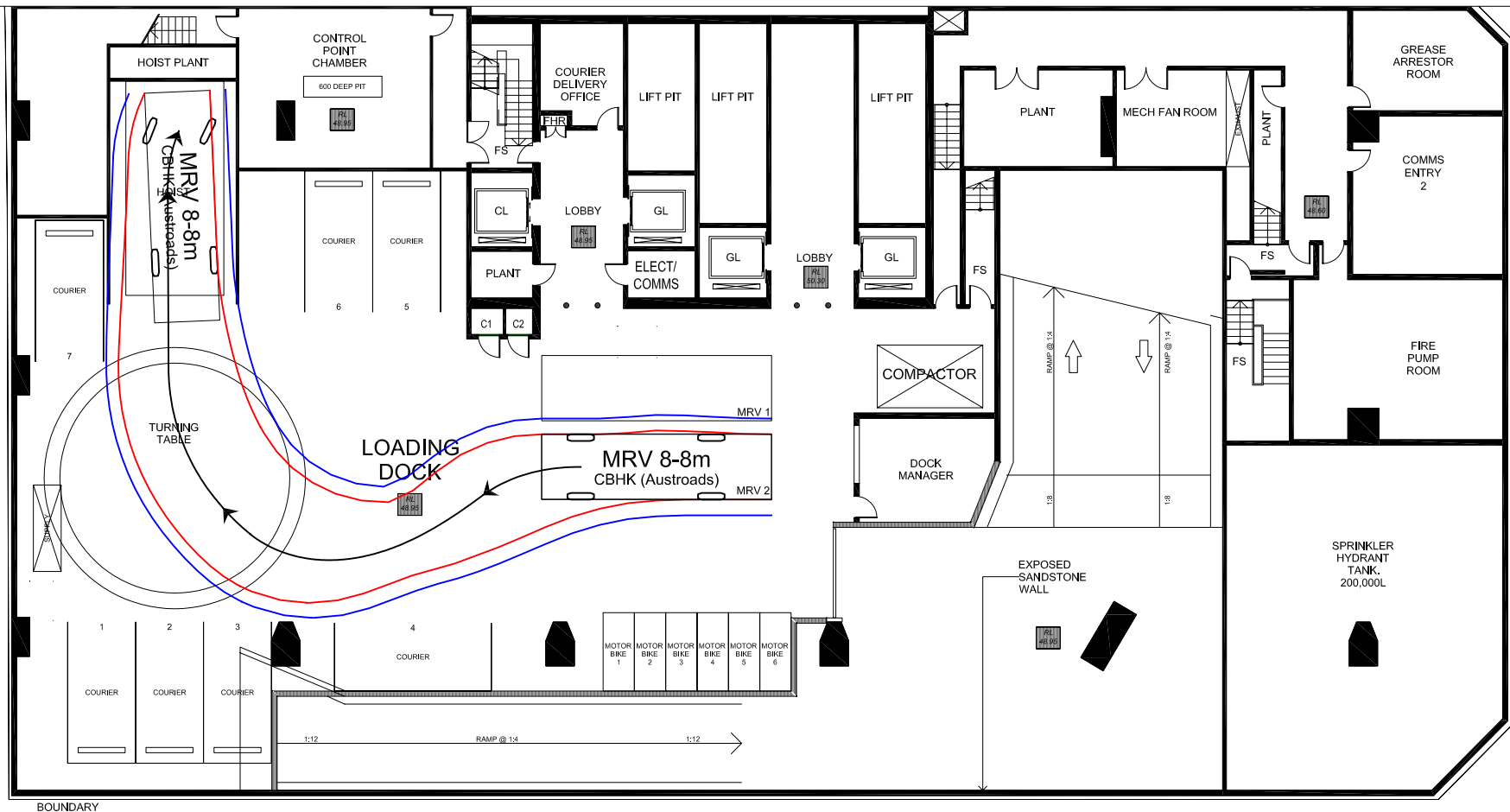
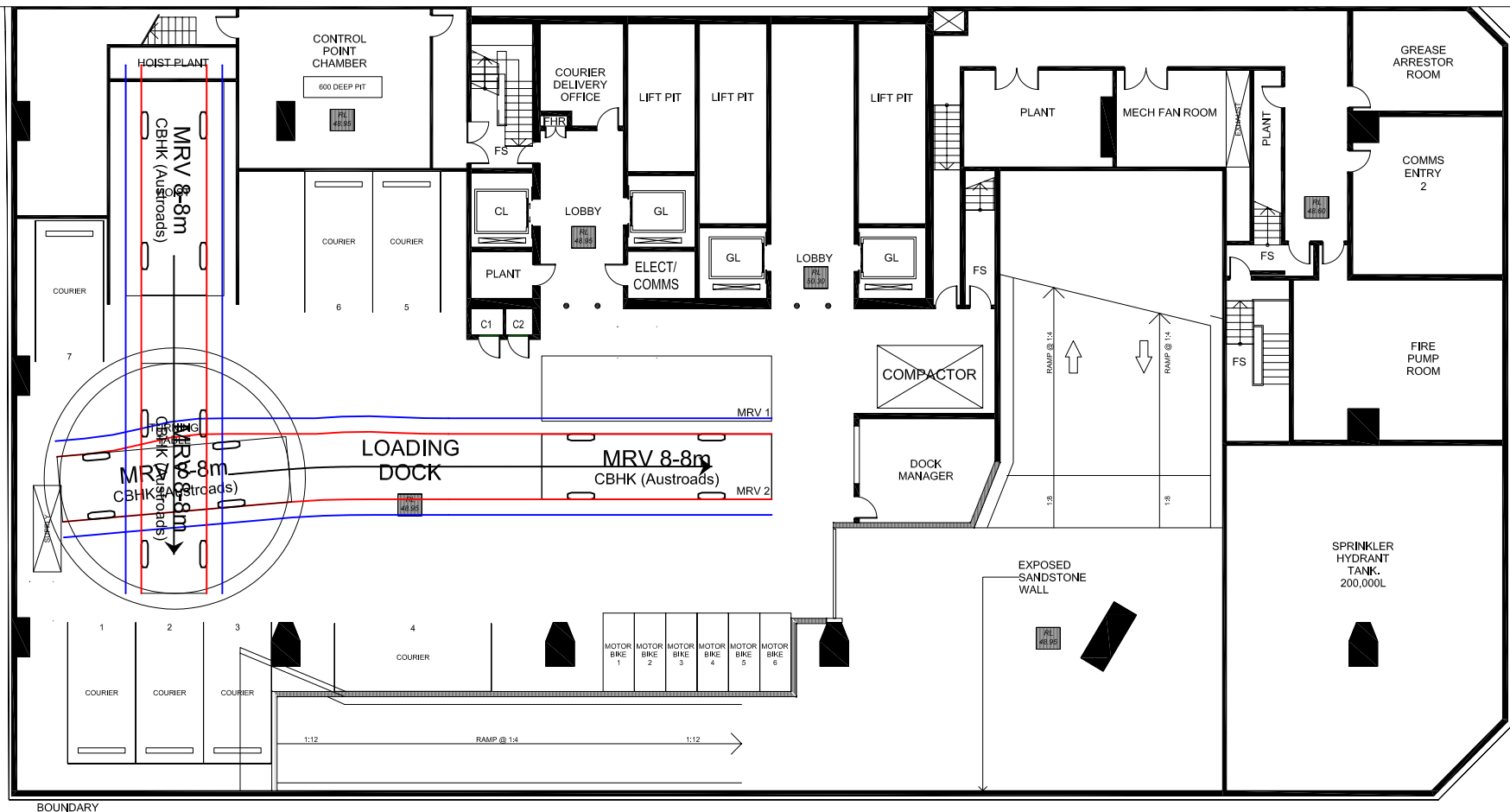
NOTE:
 SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
 UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
 SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
 PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
 ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

**6.4m SMALL RIGID VEHICLE
 SWEEP PATHS**



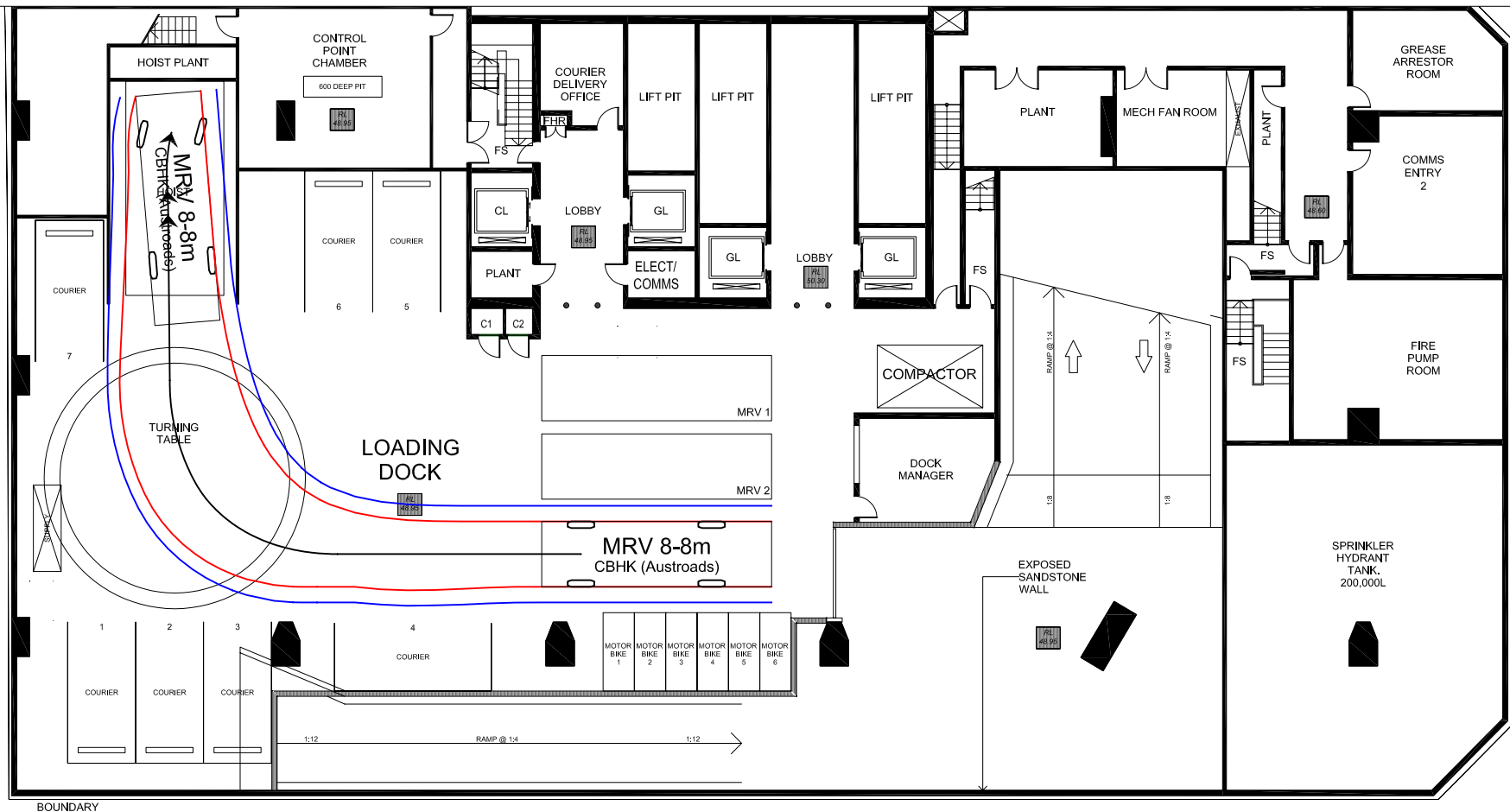
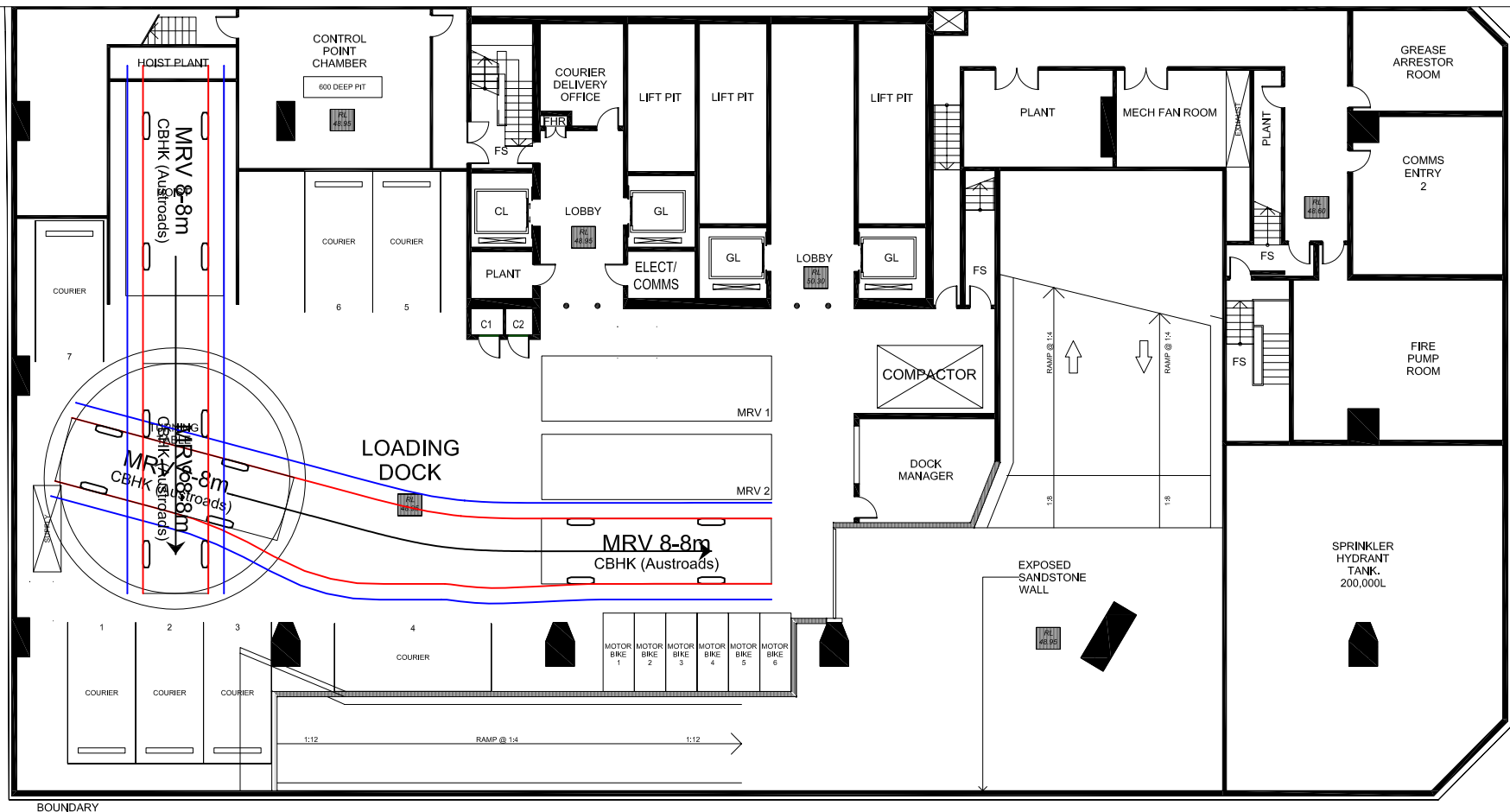
NOTE:
 SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
 UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
 SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
 PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
 ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

**8.8m MEDIUM RIGID VEHICLE
 SWEEP PATHS**



NOTE:
 SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
 UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
 SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
 PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
 ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

**8.8m MEDIUM RIGID VEHICLE
 SWEEP PATHS**



NOTE:
 SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
 UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
 SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
 PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
 ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

8.8m MEDIUM RIGID VEHICLE
 SWEEP PATHS